

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: Various Date Listed: 9/30/88

<u>Property Name</u>	<u>County</u>	<u>State</u>
<u>Various</u>	<u>Various</u>	<u>Arizona</u>

Vehicular Bridges in Arizona  
Multiple Name

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**This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.**

*for* Patricia Andrews  
**Signature of the Keeper**

9/30/88  
**Date of Action**

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**Amended Items in Nomination:**

There were several nominations included with this multiple property submission which defined and justified periods of significance extending into the less than fifty year old range to correspond with criterion A significance although the resources' dates of construction actually occurred well over fifty years ago. For all of these bridges, the period of significance should be concluded in 1938 to conform with National Register requirements. The following bridges are included in this category:

Petrified Forest, Querino, Hereford, Douglas Underpass, Dead Indian Canyon, Pumphouse Wash, Walnut Canyon, Fossil Creek, Black River, Salt River, Salt River Canyon, Reppy Avenue, Black Gap, Gila River, Park Avenue, Solomonville Road Overpass, Solomonville Road Overpass (Clifton), Gila Bend Overpass, Hassayampa River, Lewis and Pranty Creek, Mormon Flat, Fish Creek, Pine Creek, Sand Hollow Wash, Old Trails, Corduroy, Cedar Canyon, Holbrook, Jack's Canyon, Little Lithodendron Wash, Lithodendron Wash, St. Joseph, Woodruff, Cienega, Fourth Avenue Underpass, Sixth Avenue Underpass, Stone Avenue Underpass, Alchesay Canyon, Devil's Canyon, Queen Creek (Florence Junction vicinity), Queen Creek (Superior vicinity), Kelvin, Mineral Creek, Sacaton Dam, San Tan Canal, Winkelman, Santa Cruz No. 1, Broadway, Hell Canyon, Little Hell Canyon, Lynx Creek, Verde River, and Walnut Grove. (Period of significance issues discussed with Pat Stein of the AZ SHPO.)

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**DISTRIBUTION:**

National Register property file  
Nominating Authority (without nomination attachment)

# HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out this card.

## 1. NAME(S) OF STRUCTURE

Querino Canyon Bridge

ADOT: 8071

## 3. DATE(S) OF CONSTRUCTION

1930

## 4. USE (ORIGINAL/CURRENT)

highway bridge / roadway bridge

## 5. RATING

NRHP eligible: local significance

## 6. CONDITION

good; sufficiency rating: 23.2

owner: Apache County

span number : 3

span length : 77.0'

total length: 269.0'

roadway wdt.: 20.0'

superstructure: riveted steel, 8-panel Warren deck truss w/ verticals at alt. panel points

substructure : concrete abutments and pier pedestals w/ braced steel piers

floor/decking : concrete deck over steel stringers

other features: upper chord: 2 channels w/ cover plate and webbing; lower chord: 2 channels w/ batten plates; vertical: wide flange; diagonal: wide flange; strut and lateral bracing: 1 angle; floor beam: I beam; steel lattice guardrails

7. DESCRIPTION

In 1929, the Arizona Highway Department undertook an extensive rehabilitation and relocation of U.S. Highway 66 - the major east-west artery across northern Arizona - between Sanders and Lupton in Apache County. In addition to the approximately 22.5 miles of roadway grading and surfacing, the project included construction of several bridges and drainage structures. Largest of these was the Querino Canyon Bridge, a concrete-decked steel trestle designed by AHD with three Pratt deck trusses supported by steel piers. In November, AHD awarded the contract for the entire project (Federal Aid Project 83-A) to Phoenix contractor F.D. Shufflebarger for \$184,604. Shufflebarger began work on the highway at year's end, and on the bridge in 1930. Using material manufactured by the Inland Steel Company, he completed the bridge behind schedule by December 1930. This section of the highway was reduced to county road status in the 1960s by construction of Interstate 40, and the Querino Canyon Bridge remains intact, carrying local traffic on the Navajo Indian Reservation.

8. HISTORICAL DATA

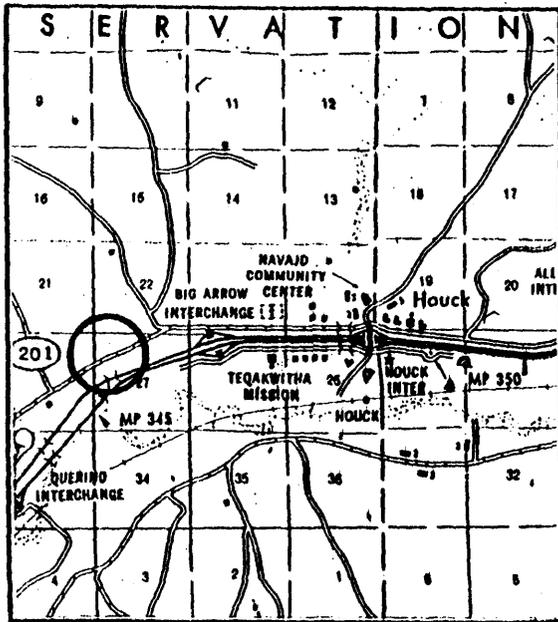
An important crossing of rerouted U.S. 66, the Querino Canyon Bridge formed an integral link on one of America's primary transcontinental routes. It is one of four multi-span, deck-trussed trestles identified in the inventory (others: Dead Indian Canyon (0032); Black River (3128); and Sand Hollow Wash (8662)). All were erected between 1929 and 1934 at rural crossings in the northern half of the state, all spanned between 77' and 116', and all were designed and built either by AHD or by the U.S. Bureau of Public Roads, using industry-standard truss detailing. Picturesquely sited over the rugged canyon, the Querino Bridge is a typically configured example of early highway truss design.

9. SIGNIFICANCE

10. NAME(S) OF STRUCTURE

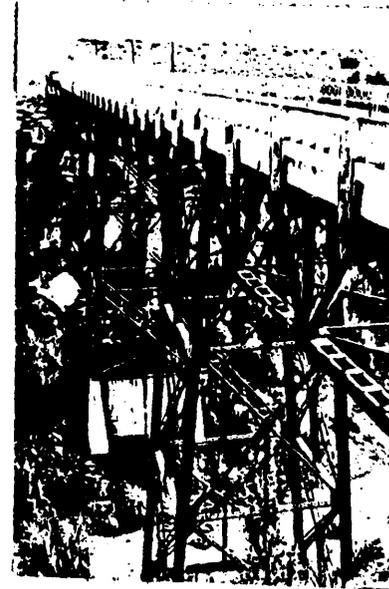
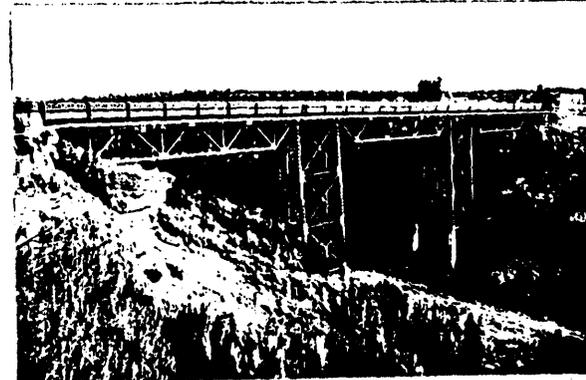
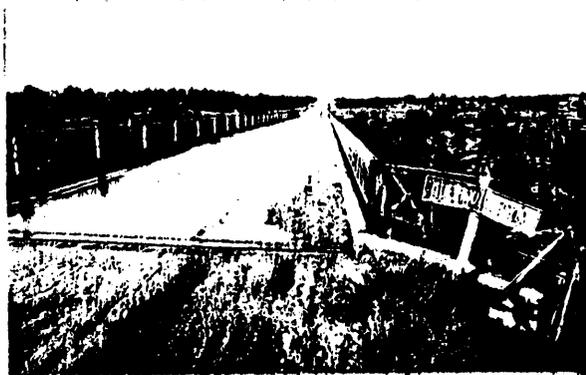
Querino Canyon Bridge

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION  
GENERAL HIGHWAY MAP



Bridge Record, Arizona City Streets and County Roads: 8071; Structures Section, Arizona Department of Transportation, Phoenix AZ.

"Department Closed Brilliant Construction Year," Arizona Highways, 7:1931:3.

Arizona Highways, 11:1929:21; 1:1930:30; 2:1930:24; 2:1930:18; 4:1930:17; 6:1930:18; 7:1930:22; 8:1930:19; 9:1930:18; 10:1930:14; 11:1930:16; 12:1930:23.

Field inspection by Clayton Fraser, 10 October 1986.

13. INVENTORIED BY:

Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987

12. SOURCES